

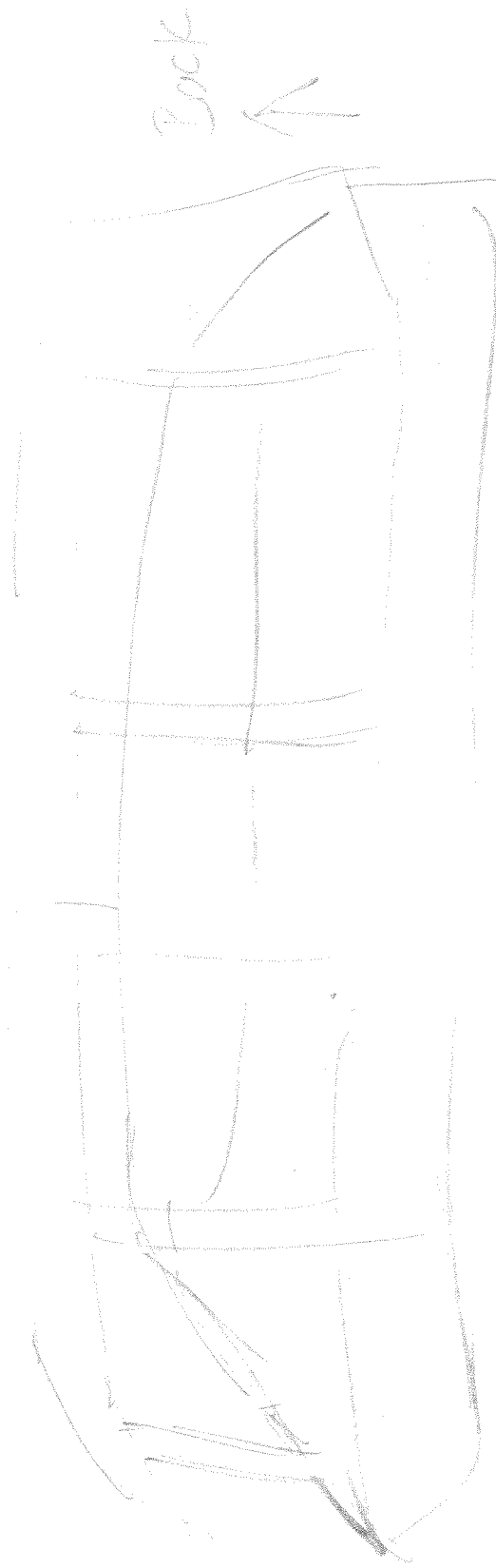
Email and Sketch by Daniah Cornell

Sketch by Todd J. Rehm

(Witnesses)

Three (3) pages total including this cover

50/11/01



bow
lower
+nd to
water

Turrell Morgan

From: daniah cornell [REDACTED]

Sent: Wed 10/5/2005 8:26 PM

To: Turrell Morgan

Cc:

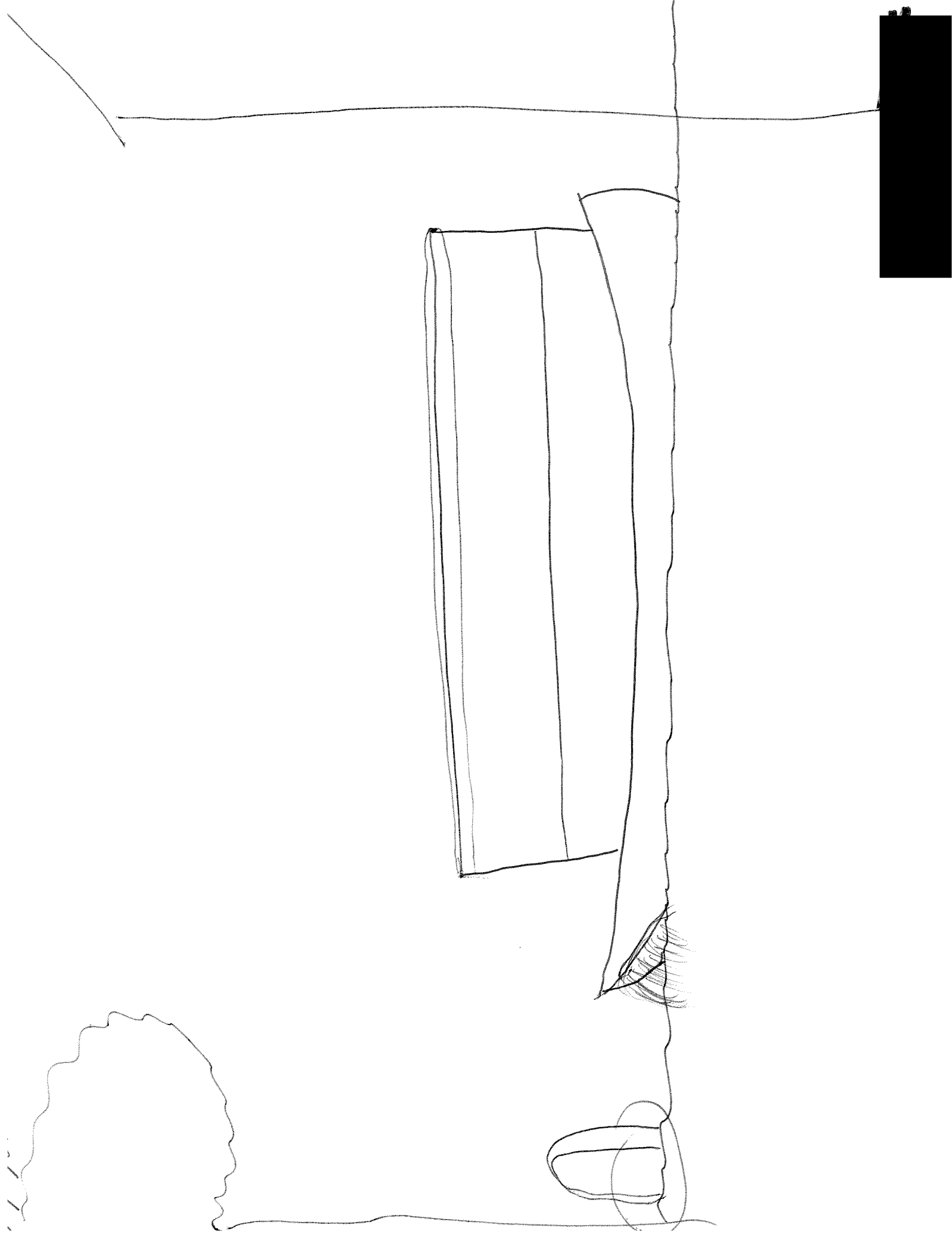
Subject:

Attachments:

On October 2, 2005 I was at Shephard Park in Lake George NY listening to the Blues Festival when my boyfriend Todd Rehm nudged me and said "Look at the Ethan Allen, how it's riding funny, see it? It's bow is low to the water." And I nodded in agreement. It **was** riding funny. Going about 5 to 10 miles and about 1/3 of a mile out from us, but definately noticeably lower in the front. It was approximately 30 minutes later when we saw the emergency boat leave and we heard sirens around us. Some time later someone stopped the music to announce that one of the large boats had caught fire and that there were several casualties, but he did not know which one. We looked over at the docks and assumed it was the Mohican, because that was the one that appeared to be out. Later at home, watching the news, we discovered it was the Ethan Allen and Todd stat ed to me, "Remember, I told you there was something wrong with the Ethan." This statement is to the best of my recollection of that day regarding this incident. Daniah L. Cornell

Yahoo! for Good

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Sketches by
Witness Michael Stauffeher

Five (5) pages total including this cover

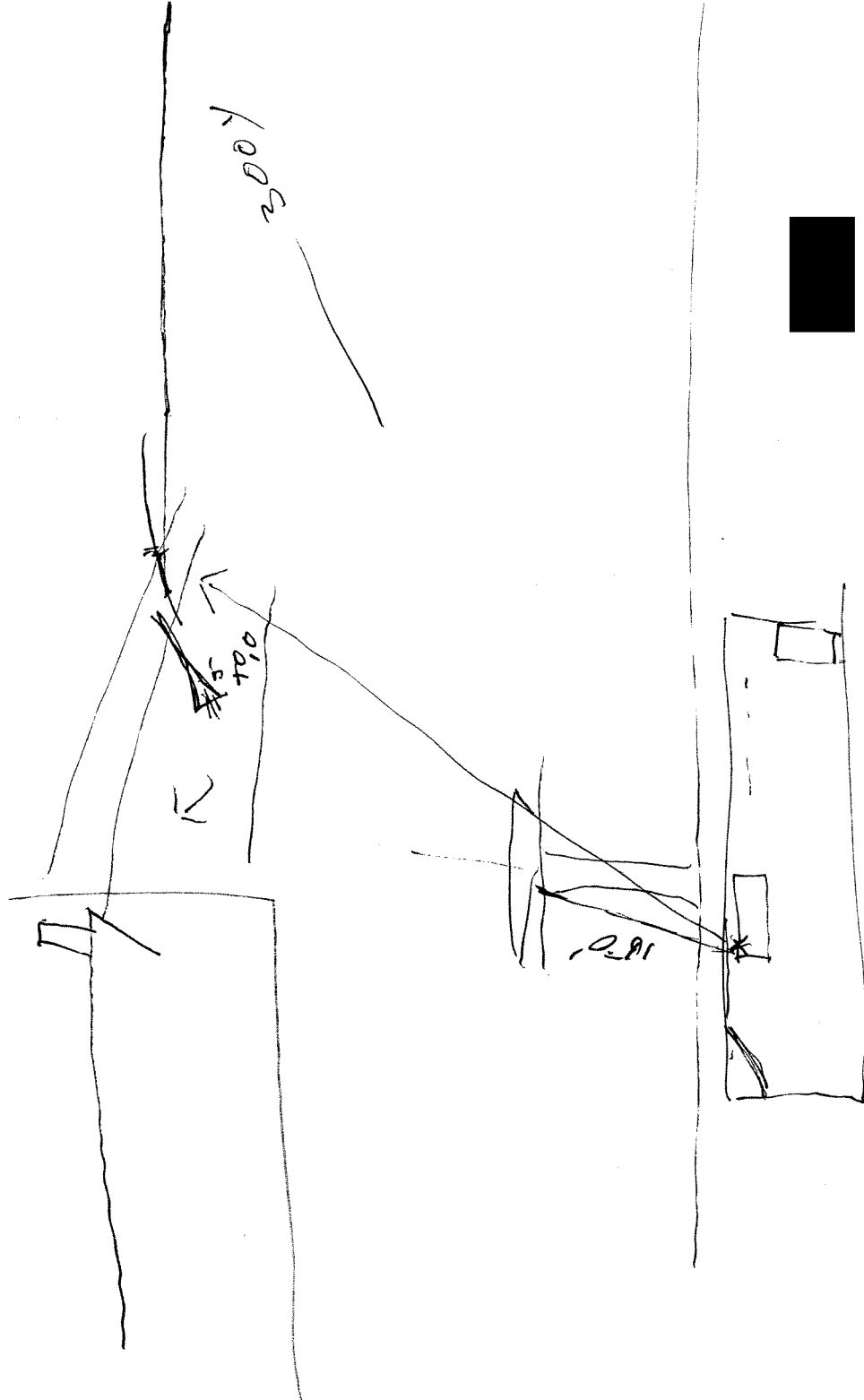
FORT WILLIAM HENRY RESORT & CONFERENCE CENTER

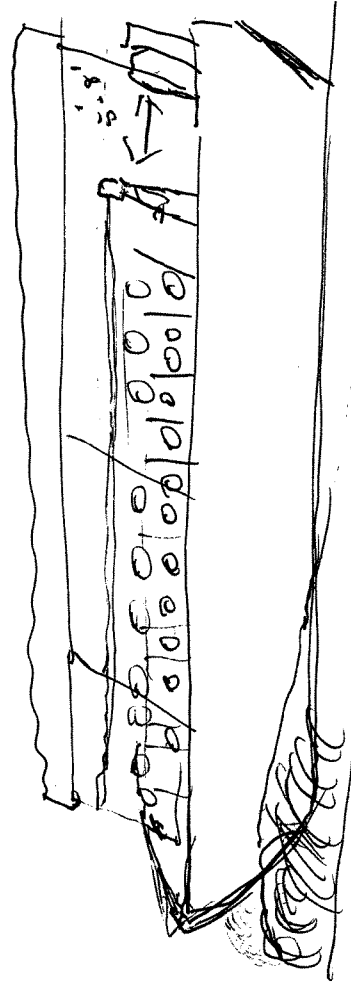
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Why resort to anything less?



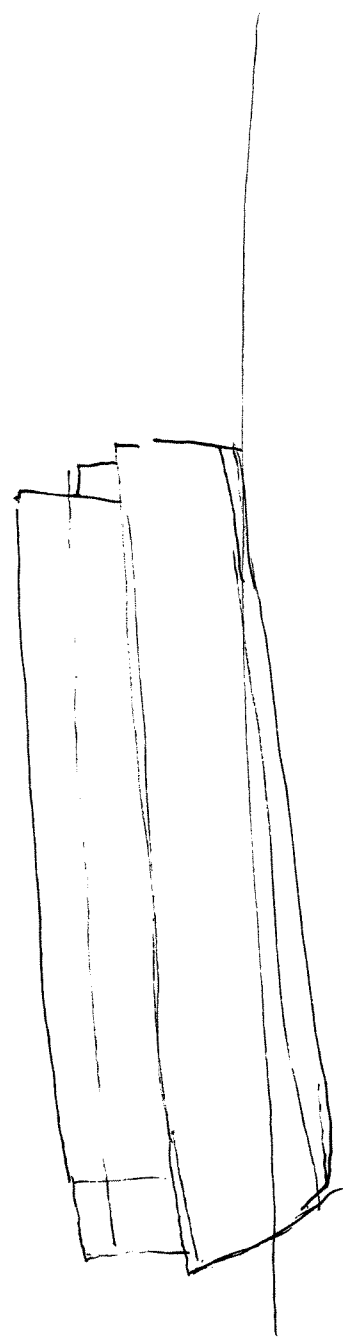


2"



10/8/05

548/01



Miscellaneous Witness E-mails

regarding Ethan Allen accident

Seven (7) pages total including this cover

Turrell Morgan

From: Ruthanna Suter [REDACTED]
To: Turrell Morgan
Cc:
Subject: Ethan Allan
Attachments:

Sent: Sun 10/9/2005 9:25 PM

Here is my eye witness report concerning the sinking of Ethan Allan tour boat.
Ruthanna Suter [REDACTED] Scotia, NY 12302

I was with a scuba class at the Hearthstone campgrounds that Sunday, October 2, 2005. We had just completed our dive, and were watching the boats in Lake George. I noticed that one white boat was listing very badly. This was just a few minutes before 3:00 pm. The boat was in the midst of a gentle turn. I remarked to Michael Gayle, our dive instructor, "that boat is going down." I kept watching the boat to see if it was going to right itself. I noticed that there were some big waves from a bigger tour boat that had passed by a few minutes before. There were several other pleasure boats in the area. One of the waves caught the side of the boat that was listing more severely, and flipped it on it's side. I heard screams of the passengers as they were tossed about. Michael called 911 to report the incident. I saw some people's heads bobbing in the water, but I didn't see many with life preservers on. When the water began filling the boat, I saw a thick cloud of black smoke come from the boat. There were no flames, only thick smoke. The wind brought it directly over us, and it smelled like oil burning. Many boaters in the immediate vicinity came and threw life preservers and buoys to the passengers. Several boaters were pulling out whoever they could floating in the water. Within ten minutes there was an emergency boat that came and picked up more bodies, and I saw them doing CPR on the way to shore. The boat never righted itself. It turned over completely, obviously trapping the rest of the people underwater. Then it bobbed for about ten minutes before it sunk completely. I watched as another group of rescue divers were pulled across the lake behind a boat. I knew that they were from the scuba shop where we had our tanks refilled the previous day in Glens Falls. They has been diving that weekend also, and were just down the shore from where we were diving.

October 7, 2005

On Sunday, October 2, 2005, I was coming south along the Lake George shoreline with my family. My husband, J. Christopher Montana, was piloting our 28.5' Chaparral, he has been boating on Lake George since he was a child. At roughly 3:00 he suddenly pulled the throttle back and yelled for us to hold on. He did this as we hit the wake from the Mohican, just north of Cramer Point our boat bounced up and down a few times. My son is wary of boating, so my husband continued a little more slowly after that. As we came around Cramer Point, we saw what we thought to be an overturned sailboat with a few other boats and jet skis around it. My husband called 911 at 3:05 to alert them of the boat. A few moments later the back end of the boat came out of the water, that is when we saw that it was the Ethan Allen. At nearly the same time, rescue boats started arriving. We waited nearby to see if we could be of assistance, without getting in the way of rescue workers.

Angela M. Montana

601



Lake George, NY 12845



NC 2060852

REC'D MAY 22 2006

Ronkonkoma, N.Y. 11779

May 13, 2006

Dear Mr. Rosenker,

My older sister wrote you about the huge wakes in Lake George, New York. These are from the operation of the Mohican, a large boat on the lake. I decided to write you a short letter the same subject.

My whole family had a lot of fun at Lake George on our camping trips when I was young. I was the youngest of all, and I held on tight when the going got rough with the big waves.

Sometimes the big waves would come crashing in at our camp on one of the islands, and I would help to keep the boat from being wrecked at the dock.

None of us were ever hurt up there, but the big waves were scary at times. My father built the boat we had with us. It had a good amount of freeboard, and the engine had the power to push against the big waves.

The big waves were the only drawback in being on the lake. Otherwise the scenery was beautiful. The weather was usually good in the summer. The setting in the mountains and forests was very beautiful. The water of the lake was the clearest I have ever seen.

Fortunately the big waves were not there all of the time. The Mohican made one trip per day the full length of the lake, and one half way up to the Narrows where we were. We knew the timing and this made it much better because we could be better prepared.

Dad would always try to get the camp sites which were more protected naturally.

I have many good memories of this time of our life together and having fun.

Sincerely,

Janet E Lowry

May 30, 2006

Janet E. Lowry

[REDACTED]

Ronkonkoma, N.Y. 11779

Dear Ms. Lowry:

Thank you for your letter regarding the *Ethan Allen* accident in Lake George, New York, on October 2, 2005.

Please be assured that the National Transportation Safety Board is looking at all possible factors that may have adversely affected the safety of the *Ethan Allen* on the day of the accident. This includes the possible effects of wake activity from other nearby vessels.

We appreciate your concern and interest in marine safety. Thank you for taking the time to share your thoughts with us.

Sincerely,

/s/

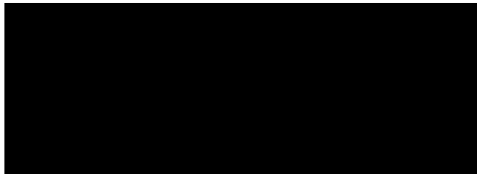
Mark V. Rosenker
Acting Chairman

Friday, October 14, 2005

National Transportation Safety Board
Office of Safety Recommendations and Accomplishments
490 L'Enfant Plaza SW
Washington DC 20594

Please find enclosed a draft of a letter to the editor that I submitted today to
The Baltimore Sun.

Thank you,



Kenny Jerkins

Baltimore MD 21214-2411264



I've calculated that the *Ethan Allen*, the tour boat that capsized on Lake George this month could have supported safely as much as 6960 pounds in passenger weight based upon the determination that no more than 40 passengers (the boat was carrying 48) could have been supported if the National Transportation Safety Board's December 2004 recommendation had been adopted to supplant the U.S. Coast Guard's current standard of 140 pounds per passenger, a formula that hasn't been revised for 45 years ("Weighing boater safety," Oct. 13). *The Sun* has concluded that revising the formula is "a relatively simple safety issue" but I have a simpler "formula" that would not need future revision and should not be considered as any more of a hassle than metal detectors, pat-downs and shoe-removals in our post-9/11 existence - weigh the passengers.

Kenny Jerkins

[REDACTED]

Baltimore MD 21214-2411264

home-based employment

day and evening telephone [REDACTED]